TRAFFIC RETURNS.

CANADIAN PACIFIC RAILWAY.

	1915	1916	1917	Increase
Year to date Nov. 30,	$93,542,000	$124,032,000	$136,010,000	$11,978,000
Week ending Dec. 7,	3,046,000	3,139,000	3,289,090	150,000

GRAND TRUNK RAILWAY.

	1915	1916	1917	Increase
Year to date Nov. 30,	$45,721,176	$54,980,385	$59,701,817	$4,721,432
Week ending Dec. 7,	1,012,326	1,151,306	1,218,138	66,832

CANADIAN NORTHERN RAILWAY

	1915	1916	1917	Increase
Year to date Nov. 30,	$24,306,000	$34,219,500	$38,196,800	$3,977,300
	1915	1916	1917	Decrease
Week ending Dec. 7,	830,600	917,900	916,000	1,900

SOME RISK!

The expert fire insurance canvasser is not to be discouraged by unlikely conditions. He proceeds with the idea firmly planted in his somewhat stubborn mental equipment, that whatever is burnable is insurable, even though it is a safe bet that the particular property in question is only one degree more hazardous than the proverbial "stone wall under water." He relies in such cases upon the undeniable fact that the unexpected happens more often in the line of fire loss than in anything else under the sun, and he gradually works his prospective client up to a condition of nervous insomnia for which there is no relief, except in the protection furnished by a policy in the one and only company which he represents. These reflections are induced by the achievement of an official of the New Hampshire who succeeded in writing a line on property in the stone dwelling of a lighthouse keeper, located on a rock in the Atlantic Ocean, seven miles from land, and exposed to nothing except salt water and seagulls.—*Insurance Leader.*